

The U.S. Air Force Auxiliary
NORTH CAROLINA WING
CIVIL AIR PATROL

CAROLINA WINGSPAN

Commander's Corner

Col. Larry J. Ragland, CAP, CC, NC Wing

August-September, 2006

I have been informed by NC Crime Control & Public Safety that a new Director of the Civil Air Patrol division has been named. I am very pleased to report that she is one of our very own. Please join me in congratulating Lt Col Pam Strug on her new position with the State of North Carolina. Her vast AF and CAP experience will be an enormous benefit to NCWG as she helps keep our organization in line with the needs of the State of North Carolina and helps to support our CAP missions. Lt Col Strug will begin in her new position effective 31 July 2006.

It is with great pride that I congratulate our Middle East Region/North Carolina Wing cadet Drill team. During the National Cadet Competition this past weekend the Drill Team (led by the Wing's newest cadet colonel, C/Col Ryan Strug) took 1st place in the written test, 1st place in the panel quiz for an overall 4th place in the competition. I would like to thank each member of this award winning team for their dedication and hard work. I would also like to personally thank Lt Col Pam Landreth-Strug and Lt Col Dominic Strug for their selfless and untiring efforts to this team, the Apex Squadron and to the North Carolina Wing. It has been about 20 years since North Carolina has sent a team to the National Competition and I hope this will start a trend!!

Again, congratulations on a Job Well Done!

Congratulations to cadet Colonel Ryan Strug for passing his Spaatz exam on his very first try. C/Col Strug has certainly distinguished himself and I want to let him know just how proud we are of his monumental accomplishment. This moment of success will follow him throughout his life and will always continue to bring honor to the North Carolina Wing. C/Col Strug is currently the cadet commander for the Apex Cadet Squadron. NC Wing Staff and Apex squadron leaders are to be commended for making this day possible. GREAT job Cadet Colonel Ryan Strug!

Congratulations once again to NC Wing. With the energetic leadership of Major Richard Harkness, you have once again been recognized as an outstanding Wing in for MER in accomplishing the CAPAE mission. This is great and shows we care about all three blades of the CAP prop. Keep up the good work, NC Wing. You are doing a great job and having fun at the same time. It doesn't get much better than this.

Col. Larry J. Ragland
CC NCWG

FINAL SALUTE ... Space will be provided in each issue of Carolina Wingspan to pay tribute to our Civil Air Patrol comrades who have moved on to a *higher plain*.

Attention O-Flight Pilots!

We still need to fly a lot of flights between now and September 31, 2006. I am in the process of making sure pilots file their Form 108's within a few days of the flight so we can get checks back in the pilots pocket within 30 days of the flight. I have asked the Wing to give me 90 days to get this transition accomplished. The faster we file the 108's, the quicker we get money back for maintenance on the aircraft and the fuel reimbursed back to the pilot.

FLY, FLY, FLY!!! Be SAFE in all you do. SAFETY FIRST, SAFETY LAST, SAFETY ALWAYS!!

Matthew Mickelson Capt., CAP
O-Flight Coordinator
NC Wing Additional Duty

PAO Seminar scheduled for NC Wing Conference in October

Lt. Col. Anthony Biondo will lead a seminar for current and future Public Affairs Officers at the Wing Conference. Details will become available shortly. This is MUST training for those members (seniors and cadets) in the PAO training track.

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Who may fly CAP aircraft?

On at least two occasions I have been ask what the requirements to fly CAP aircraft and take a CAPF 5 check ride are. The requirements are listed in CAPR 60-1 3-2.c. There appears to be a problem in the definition of active member. CAPR 35-1 Section B Duty Status 4. defines active status. Without going into all the regulation and listing each paragraph, the requirements are; 1) premanent membership card, security screening is complete, 2) member has completed level I training or is exempt from level I, 3) has completed Cadet Protection Training, 4) is assigned a CAP Duty position. We must be very careful in making sure all the requirements are met. If for any reason there is an accident or incident and the applicable documents are not in order, the member will be denied any CAP insurance coverage, open for possible legal action.

Keith Hodgin Lt Col CAP
North Carolina Wing Inspector General

NTSB to review mid-air collision ... worst in state's history

When a Piedmont Airlines 727 and a Cessna 310 collided over North Carolina in July 1967, all 82 people on both aircraft died in the crash, and the pilot of the Cessna was blamed. But Paul Houle, a truck fleet manager whose hobby is historical research, looked into the facts and came to a different conclusion. Now, the NTSB has agreed to take another look at the midair. It's unusual for someone who has no relation to a case to have their petition heard by the safety board, especially after so much time has elapsed. Houle claims it was the 727 crew (which may have been dealing with a fire in an ashtray) and air traffic controllers who made mistakes, not the Cessna pilot (who radioed a heading and apparently held it). Houle also questions the impartiality of the safety board at the time, finding some potential conflicts of interest not immediately defensible to the casual observer. The accident was the first major investigation undertaken by the board, which had formed as an independent agency only three months before. Ties to the FAA may have caused reluctance to place blame with controllers, Houle says. He also found that one member of the board was the brother of a Piedmont vice president. Transcripts show the Piedmont crew was distracted by a fire in a cockpit ashtray about 35 seconds before the collision, he told [The Spartanburg Herald-Journal](#), a fact that was not mentioned in [the NTSB report](#). The newspaper site has several more links to video, audio, and other historical information about the crash, which remains the worst in the state's history.

From NTSB reports ... submitted by Capt. Ray Walters, CC, NC-048

May 17, 2005, at 1630 eastern standard time, a Cessna 172P, N9344L, operated by the Civil Air Patrol, was substantially damaged when it struck a vehicle while taxiing at the Long Island MacArthur Airport (ISP), Islip, NY. The certificated private pilot was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the local flight conducted under 14 CFR Part 91.

According to the Civil Air Patrol, as the pilot taxiied from his parking spot, he made a left 90-degree turn onto a taxiway. As the turn was completed, the airplane's right wing struck a parked vehicle.

The pilot failed to respond to several requests made by the Safety Board, for his statement regarding the accident.

Examination of the airplane by a Federal Aviation Administration inspector revealed the airplane sustained substantial damage to the right wing.

NTSB Probable Cause Narrative ...

The pilot's failure to maintain clearance from a parked vehicle while taxiing. Duh!

Don't do nothing stupid!



Keep 'em flyin'

BIRD STRIKE AVOIDANCE

Lt. Dan McCollum, NC Wing Safety Officer

Bird strikes, while not considered a big issue for light general aviation aircraft, have been responsible for some major accidents and more than 300 fatalities since the age of flight began. According to an FAA study, more than 16,000 collisions occurred during a recent seven-year period over the United States, Puerto Rico, and the U.S. Virgin Islands. Nearly 80 percent occurred less than 1,000 feet above the ground, but some high fliers have encountered flocks of birds at altitudes exceeding 20,000 feet.

Some of the physics of a bird encounter may pique your interest. An FAA flight standards district newsletter mentions that hitting a two-pound seagull - the type of bird most likely to be involved in a bird strike - at a speed of 120 mph results in an impact force of 4,800 pounds. Jets have a much bigger problem. An impact at 600 mph results in a force of more than 35 tons. Frequently, jet engines will be severely damaged or fail as the result of a strike. The U.S. Air Force suffers millions of dollars of losses each year as well as periodic fatalities caused by bird strikes involving high-speed aircraft.

As for the problem of bird strikes and CAP aircraft, the engine of a propeller-driven aircraft is seldom harmed. The danger comes from broken windshields or structural damage to wings or empennage. The danger of a bird joining you in the cockpit should not be underestimated. A firsthand account comes from a Cessna 172 pilot: "With explosive suddenness, the windshield shattered, air rushed in, and my door blew open. There was a thud against the back of my seat, and the noise rose to deafening levels. With increased drag we quickly lost airspeed and altitude."

BIRD PHYSICS AND CULTURE

HEARING

Noise can provide some degree of warning for birds. It has some effect in stationary installations such as airports. However, some researchers have speculated that the increasing rise in bird strikes is the result of effective efforts to reduce aircraft noise. A variety of observers have noted that when we were low and slow with large propeller-driven aircraft, bird hazards were not as large a problem. In the jet age, the effective difference in the speed of sound, in relation to the speed of jet aircraft, is marginal in providing adequate advance warning for a bird in order to execute an evasive maneuver.

VISION

Birds have a highly developed vision system which they utilize to track or intercept prey or to avoid predators. Birds are acutely aware of their surroundings through vision. The eyes of most birds are on the side of their heads. This placement allows them to see the things on each side at the same time as well as in front of them. This arrangement provides a wide field of vision so that they are able to see danger as quickly as possible. The field of vision can be as large as 340 degrees. With widely spaced eyes, judging distances and depth perception are more difficult, except in the area in the eyes of the overlapping field of view. If we look around, we see birds intercept insects, fish, mammals and other birds with astonishing accuracy. In short, birds have astonishing capabilities and options for avoiding danger. They operate in a three dimensional world and are typically of limited mass and high aerodynamic capability. If they are warned of potential danger with sufficient time to react, they will get out of the way.

FLOCKING/NESTING

There are three peaks during the year at which there is a greater risk of a bird strike. One is in March and April during the spring migration; one is in September and October during the fall migration; and the last is in July and August when many inexperienced young birds are present, and the flying abilities of adults may be impaired as they molt their flight feathers.

Inland waters and shallow estuaries, even outside the breeding season, may contain large numbers of gulls, waders and waterfowl which make regular flights at dawn and dusk. To minimize the possibility of bird strikes and unnecessary disturbance of birds, DO NOT fly low over such areas.

AVOIDING AND DEALING WITH BIRD STRIKES

PREFLIGHT/PLANNING

Check airport documentation and NOTAM for information about permanent or seasonal bird problems at both departure and destination airports. Plan to fly as high as possible and avoid flying over bird and wildlife sanctuaries, landfill sites and fish

packing facilities. Avoid flying along rivers or shore lines, especially at low altitude. Birds, as well as pilots, use these navigational features.

While most bird species are active primarily during the day, bear in mind that many birds do fly at night, as well as during dawn and dusk. If there are two pilots, discuss emergency procedures before departure, including those if cockpit communications are lost, or if the windshield is penetrated. Up to 80-90 knots, birds have time to get out of the way but the higher the speed, the greater the chance of a strike.

Consider the use of goggles and helmet during low-altitude operations. In the springtime, preflight the aircraft thoroughly as birds can build a nest almost overnight. Any signs of grass, leaves or twigs should lead to further investigation of hard-to-inspect corners. A nest under the cowling can catch fire, or one in the tail area can restrict the flying controls.

ON THE GROUND

When taxiing, watch for birds on the airport, and report all unusual bird activity to the Air Traffic Control (ATC), Flight Service Station (FSS), or local traffic on the Unicom frequency. Although there is no conclusive evidence that birds see and avoid aircraft lights, they will make the aircraft more visible, so turn on landing/taxi lights while taxiing.

IN FLIGHT

If a bird strike occurs during the takeoff run, and there is sufficient runway remaining, stop. Vacate the runway and shut down. Inspect the intake, engine, etc., for damage or ingestion, or for bird remains that may be blocking cooling or other airflow ducts. Several airline incidents have occurred where turbine engine damage or high vibration developed during subsequent flights because of undetected engine damage. Don't forget to check landing gear and brake hydraulic lines, down locks, weight switches, etc.

If the takeoff must be continued with an engine problem, properly identify the affected engine and execute emergency procedures. Advise the airport why you are returning. If you see bird(s) ahead of you, attempt to pass above them as birds usually break-away downward when threatened. Be careful when near the ground, and never do anything that will lead to a stall or spin.

If structural or control system damage is suspected consider the need for a controllability check before attempting a landing. If the windshield is broken or cracked, slow the aircraft to reduce wind blast, follow approved procedures, use sunglasses or smoke goggles to reduce the effect of wind, precipitation, or debris; but remember to fly the aircraft - don't be too distracted by the blood, feathers, smell, and windblast.

If dense bird concentrations are expected, avoid high-speed descent and approach. Halving the speed results in a quarter of the impact energy. If flocks of birds are encountered during approach, go around for a second attempt because the approach may then be clear.

POSTFLIGHT

After landing, if you have had a bird strike, check the aircraft for damage. Report all bird strikes to the FAA at the following link http://wildlife-mitigation.tc.faa.gov/public_html/index.html. If possible, photograph any damage.

BIRD STRIKE CHECKLIST

Check NOTAM / ATIS for bird activity at departure and destination airport.

Plan to fly as high as possible - most birds fly below 2,500 ft.

Avoid bird sanctuaries and coastlines in spring.

Preflight the aircraft thoroughly. Bird nests can be built (or rebuilt) overnight.

If you see hazardous birds on or near runways, have airport personnel move them BEFORE you take off.

The higher the speed of an aircraft, the greater the risk of a bird strike and the greater the potential damage.

Birds usually escape by diving, so try to fly over them, but do NOT risk a stall or spin.

Most general aviation aircraft windshields, etc., are not required to be able to withstand bird strikes.

If the windshield is broken, avoid distraction - FLY THE AIRCRAFT.

Report all bird strikes. (Photos of damage are helpful.)

CONCLUSIONS

In an intensely practical sense, the task of improving aircraft visibility by birds has the potential to dramatically reduce the rate of bird strikes to aircraft. Much more is known about the nature of avian vision than was the case thirty years ago—or even a few years ago.

One of the most likely places to encounter birds is the airspace around airports. Airports are occasionally located adjacent to dumps. This is considered an incompatible mix as birds are attracted in large numbers to garbage and thus pose a hazard to arriving and departing aircraft. To help, FAA has published Advisory Circular AC 150/5200-33 to provide guidance to communities and airport managers.

SUMMARY

Avoid low altitude flight as much as feasible to reduce the risk of a strike.

Strikes are most likely in August, September, and October - particularly in migratory flyways. These tend to be the larger birds. Keep a lookout, just as you would for other flying objects.

Dawn and dusk are the times with the highest probability of a bird encounter.

Turn on landing or recognition lights. This helps birds see oncoming aircraft.

Plan to climb. Birds almost invariably dive away, but there are exceptions.

Slow down. This will allow birds more time to get out of your way and will lessen the impact force if you do hit one.

If a collision seems likely, duck below the glare shield to avoid being hit by the bird and flying plexiglass. Advise passengers to do the same. Protect your eyes and head.

If a collision occurs, fly the aircraft first. Assess the damage and decide whether you can make it to an airport or you should make an off-airport landing. Declare an emergency - it doesn't cost anything. Even if no damage is visible, divert to the nearest airport and have a mechanic look at the airplane.

There are likely to be some aerodynamic modifications that do not have FAA approval.

Don't do nothing stupid and watch your six ...

Lt. Dan



Sources:

*Transport Canada,
Aerodrome Safety Branch
330 Sparks St.
Place De Ville, Tower C
Ottawa, Ontario K1A 0N8*

*Bird Strike Assoc., Inc.
223 Redfish Circle
Santa Rosa Beach, FL 32459 USA*

AOPA Air Safety Foundation

Federal Aviation Administration

New Wing transportation Officer

I would like to congratulate 2Lt Mary K. Sandlin for becoming the Wing's newest Wing staff member. 2Lt Sandlin has accepted the post of NCWG Transportation Officer. Please give her your support as she provides this valuable service to our Wing. She is an excellent example of a member who steps forward to help this Wing complete all our mission objectives. She has my respect and sincere appreciation, and I hope yours also.

Col. Larry J Ragland
CC NCWG

SLS in Boone...Bet it's cooler up there!

1st Lt Seth Norris advises that there are still openings in the Sqdn. Leadership School (SLS) to be held on 26-27 August. Contact Seth at: sethnorris@bellsouth.net

A successful SAREX ... June, 2006

We conducted a very successful SAREX with bases at Asheville, Raleigh and Beaufort. eight of nine corporate aircraft participated, flying 21 sorties for a total of 39.7 hours. Some real world flooding was observed by crews flying out of Raleigh and several aerial photography sorties were also flown. A total of 54 members participated this weekend, which is quite good considering the conflict with the Encampment at Cherry Point. A number of different scenarios were presented to the aircrews, including a moving ELT, panel identification, 121.775/406 Beacons and aerial photography.

The mission remains active through the end of the month for directed training. We still have money in the budget to support funded flying. Any mission pilot desiring to conduct training under this mission should contact me at this email address with a summary of the projected training - using 60-1 mission pilot profiles as a baseline. A full crew manifest and a completed 104 must be submitted via fax at 919-882-1162 for approval. Sorties will be issued on a first come served basis, for training not to exceed 1.5 hobbs hours per sortie. I must have at least 48 hours notice to approve sorties to be flown under this mission.

Looking ahead, we will be conducting a large scale SAREX at Wilmington, ILM, 21-23 July (this is the 4th weekend - a change from the calendar. ROA/A and B, and First Aid/CPR will be offered if there is sufficient demand), and will be conducting another large scale exercise 18-20 August, at Laurinburg/Maxton in conjunction with SCWG. September 15-17 will be Mountain Fury 2006 - a mountain flying school to be held at Asheville.

Units should concentrate on aerial photography - taking good, high quality, high-resolution images at altitudes no higher than 1200-1500 AGL, and no more than 1/2 mile from the target. Additionally it is absolutely critical that the latitude/longitude of the photos be recorded to allow matching the photos to ground reference points. As the Atlantic Hurricane season progresses, it is very likely that we will be called upon to provide aerial imagery and we must be able to match the pictures up with the ground targets.

Thanks to all those who came out and participated in this successful and safe training exercise.

David E. Crawford, Lt Col, CAP
Director of Emergency Services, North Carolina Wing

ARCHER update

ARCHER: Personnel are currently being interviewed to be candidates for ARCHER training, but more highly qualified candidates are still needed. Interested personnel must successfully complete the online course and application at https://tests.cap.af.mil/ops/archer_training/archer_hsi_tech/index.cfm. Candidates must also be approved by their wing commander and the director of CAP's Advanced Technologies Group.

Some personnel who have already passed the online course may be wondering if and when they will be selected to attend the formal class. There are several factors involved in who is selected. The four-day class is very intensive and we have found that members with extensive computer and/or engineering skills have a much higher success rate. It's also important to choose people who live near an ARCHER-equipped GA-8 aircraft so it's easier to conduct currency training. Therefore, candidates who meet these criteria and who are also active CAP members are given first consideration. Each class only contains six students so it is a very competitive selection process. We encourage members with these qualifications to take the online course and test and make their interest known to their wing commander.

Please contact Pete Kalisky at pkalisky@capnhq.gov if you have any other questions.

COASTAL PATROL BASE 21 HOSTS SAREX

On 17 June 2006, Coastal Patrol Base 21 hosted a Group 3 SAREX at MRH, Michael J. Smith Airfield, Beaufort, NC. The SAREX commenced at 0815 with a safety brief by LtCol Gordon Keller. Eleven CAP members participated in the SAREX, with representatives from five squadrons: NC140, NC160, NC048, NC057 and NC001. Three mission pilots from CPB21, Maj F. Eldredge, LtCol G. Garey and LtCol G. Keller, plus crew members, flew four practice sorties during the day looking for a “lost hunter”, a “sunken boat”, a “downed aircraft”, and an “EPIRB” from an old boat. During the course of the day, eight CAP members received further training as scanners (4), observers (2) and UDF (2). 1st Lt Don Penven was the Mission Information Officer. Two CAP aircraft were utilized: N738NH and N916CP, and established communication with the UDF team from time to time as needed. Weather was excellent and all members and equipment remained safe throughout the exercise.

Capt. Linda Eldredge, PAO, CPB21



Beaufort Mission Base preflight briefing



Maj Eldredge works at his favorite pursuit



2nd Lt Shellie Padrick assists with preflight

NOTAMS

I am pleased to announce to appointment of 1st Lt Rob Mason as Fayetteville Composite Squadron's new commander. He assumed command in a change of command ceremony on 28 JUN 06. Please direct any correspondence to him at robmason@msn.com.
Maj Joshua Bauer

I want to add my congratulations to 1Lt Mason on his new command. NCWG continues to look for great things from the Fayetteville Composite Squadron, and 1Lt Mason has the tools and ability to take the squadron to the top.

I also want to thank Major Bauer for his service as the past unit Commander. His Army duties are great enough, but he is very generous to also share his abilities and leadership with CAP. We wish him the best in whatever he pursues.
Colonel Larry J. Ragland, CAP
NCWG/CC 919-417-0021

Alarming

Next time you come home for the night and you put your keys away, think of this:
It's a security alarm system that you probably already have and requires no installation: Start keeping your car keys next to your bed on the night stand when you go to bed at night. If you think someone is trying to get into your house, or if you hear a noise outside your house, just press the panic alarm on your car key chain. Test it! It will go off from almost everywhere inside your house and will keep honking until your battery runs down or until you reset it with the button on the key fob chain. It works if you park in your driveway or garage.

If your car alarm goes off when someone is trying to break in your house, odds are the burglar or rapist won't stick around.....after a few seconds all the neighbors will be looking out their windows to see who is out there and sure enough the criminal won't want that.

Try yours to make sure it works before you rely on it. Just know that you must press the alarm button again to turn it off.

And remember to carry your keys while walking to your car in a parking lot. The alarm can work the same way there.

This is something that should really be shared with everyone. Maybe it could save a life or a sexual abuse crime.

Submitted by 1st Lt Don Penven, NC-048

Scheduling Wing-wide activities

Before a wing-wide activity is announced via CAPNC, ensure that the activity is scheduled on the wing calendar - this provides some degree of assurance that the activity is not conflicting with another scheduled activity.

If you do not have access to the calendar, send the following information to me:

The event and a brief description, date(s), start and end times, cost, POC telephone and e-mail address - and be sure to send it to me well in advance of the activity.

Note that the September wing staff meeting will also include our annual planning session to discuss and formulate activities for the 2007 wing calendar. Please let the appropriate wing staff officer or your group commander know what activities you'd like to have considered for the wing calendar.

Thanks.

Roy Douglass, Lt Col, CAP
NC Wing Chief of Staff

A Gathering of Eagles ...Cadet Activities



Maj Gen Eugene E. Harwell, former National Commander, presents the Eaker Award to Cadet Chrishon McManus

Charlotte, NC—Cadet Chrishon McManus is Civil Air Patrol's most recent recipient of the General Ira C. Eaker Award. The **Eaker Award** denotes successful completion of all sixteen achievements and four phases of the Civil Air Patrol Cadet Program. CAP's newest award recognizes cadet completion of the academic, leadership, moral leadership and physical fitness curriculum in existence since 1964. The award was presented by Maj Gen Eugene E. Harwell, a former CAP National Commander.

Cadet McManus completed the requirements for the Eaker Award in thirty-eight months, the minimum amount of time for a cadet. He is also an AFJROTC Cadet Colonel and recently returned from the Summer Seminar at the United States Air Force Academy. Cadet McManus has served in numerous positions at the squadron, wing, and is currently a representative for the MER Cadet Advisory Council

Apex Cadet Squadron is proud to announce and wishes to congratulate our newest Spaatz Recipient C/Colonel Ryan Strug. C/Col Strug is currently the cadet commander for both the Apex Cadet Squadron and the Middle East Region Drill Team. We are extremely proud of Cadet Strug and his many accomplishments.

Please join us in congratulating our newest Spaatz cadet!

Pam Landreth-Strug, Lt Col, CAP

Commander, Apex Cadet Squadron

Congratulations to the following cadets for their promotions and milestone awards:

C/Col Strug, NC801

C/2d Lt Coogan, NC048

C/2d Lt Flow, NC150

C/Lt Col McManus, NC111

C/2d Lt Brown, NC153

Keep up the good work!

C. Brandon Parks, Maj, CAP

Director of Cadet Programs, NC001

I have posted all of the photos from encampment at: www.cadetprograms.com. If you have any that you would like me to post, please e-mail them to me.

C. Brandon Parks, Maj, CAP

Director of Cadet Programs, NC001

MER Region News

I am pleased to announce the appointment of Col Charles Glass as the MER Safety Officer. I don't believe I need to review his outstanding qualifications for the position, as many of us have benefited from his recommendations in all areas of CAP. Please welcome Col Glass to his new position on the MER Team.

I am pleased to announce the appointment of Maj Gen Dwight Wheless as the MER Legal Officer. Maj Gen Wheless does MER a great honor, and we are fortunate to have someone who is knowledgeable not only about legal matters but Civil Air Patrol as well. Please welcome him to the MER Team.

Regards,

KAY JOSLIN WALLING, Col, CAP
MER/CC

Cadet programs officer of the year

I am proud to announce the MER nominee for the Jack Sorenson Cadet Programs Officer of the Year is Lt Col Pam Landreth-Strug of North Carolina Wing. I had the privilege of watching Lt Col Strug work with cadets at National Cadet Competition, where she was the senior sponsor for the award winning NCWG-MER Drill team.

To quote just the summary of her nomination, "Lt Col Landreth-Strug has always been active at all levels of the cadet program from the squadron to the national level, she has assisted, coached, mentored and trained. She has given seminars at National Board meetings and Region and Wing Conferences. Her primary focus has always been the cadets and this can be seen by her volunteering for her favorite position at summer encampments-commandant of cadets (she has been a staff officer for over 12 encampments). This year she is currently serving in that very position for the NC Wing Cadet Summer Encampment.

The singular accomplishments of Lt Col Pamela Landreth-Strug, Squadron Commander and Middle East Region DDR School Initiative Director display outstanding leadership, dedication and mentorship to the youth of North Carolina reflecting great credit upon herself, the Apex Cadet Squadron, North Carolina Wing, Middle East Region and the Civil Air Patrol."

Congratulations, Lt Col Strug!

Regards,

KAY JOSLIN WALLING, Col, CAP
MER/CC

NC Wing honor guard tryouts

The North Carolina Wing Honor Guard is holding its last try-out date on August 12th at Wing Headquarters in Burlington from 1300-1400. No previous knowledge of Honor Guard is required to try-out. Cadets who make the team will be taught Honor Guard drill at later practices. All cadets who try-out will be tested on the following AF Standard Drill movements: fall in, attention, parade rest, right/left/about face, present arms, order arms, forward march, and right/left flank. Additionally, all cadets will be subjected to a uniform inspection (uniform for the 12th is short sleeve blues, no service coat or ties), and will have to know the cadet oath.

Once a cadet makes the team, s/he will be on the "trainee team." Every second Saturday of the month, we will have practices for the trainee team, taught by one or two CAP Honor Guardsmen. When a cadet has mastered Honor Guard basic drill, s/he can participate in performances, and will learn more advance rifle movements during the rest of the team's practices.

If you are interested in trying-out for the team, you must email me at weekskel@yahoo.com. Squadron/cadet commanders - please distribute this email to cadets in your squadron.

Thanks,

Kelly Weeks, C/Capt, CAP
Cadet Commander
NCWG Honor Guard

North Carolina Wing Member featured writer on Operation Iraqi Freedom

Pope Air Force Base, North Carolina – Lt. Col Jayson A. Altieri, a North Carolina Wing member, was recently featured in the May-June edition of the Army's Armor Magazine. Altieri, a U.S. Army Major, wrote an in-depth article on Counter Insurgency Operations in Iraq. His article, based on his experiences as an Operations and Planning Officer during his 13 month tour to Iraq, was an in-depth look at the unique nature of combat in Iraq. Lt. Col Altieri is a regular contributor to Armor, Proceedings, and The Armed Forces Journal magazines. He is currently assigned to the National Geo-Spatial Intelligence Agency in Washington, D.C.

POC: 1st Lt Rob Mason, CC
Fayetteville Composite Squadron, NC007



NC Wing members complete “TLC” training.

I want to thank Lt. Col. Pam Landreth-Strug and Lt. Col. Dominic Strug for teaching the course, “Training Leaders of Cadets” on Saturday, 22 July 2006. We had seven students that work closely with cadets, that graduated from this class. It was a long day but the information that we all learned was invaluable. We also were able to talk about different situations that were happening in other squadrons and how we could improve in our own areas. Graduates included:

Micah Ben-Yudah

Jim Lovette

Steve Brown

Chris Davidson

Mary Sandlin

Shelley Chalmers

Matt Mickelson

With any luck, we will be able to get more qualified instructors in the wing so the same instructors don't always have to teach the course. I would encourage those seniors that work with cadets on a regular basis to keep an eye out for the next course offering. Cadet Programs is scheduled to offer two of these courses next year.

I wish everyone a safe and productive week.

Thanks,

Matthew Mickelson Capt., CAP

TLC Coordinator

I want to thank Captain Mickelson for heading up the coordination of this great training activity. A job well done.

Colonel Larry J. Ragland, CAP

NCWG/CC 919-417-0021

AE Day for Coastal Patrol Base 21

AE Day Activities 6 May 2006

Havelock Tourist and Aviation Center was the focal point of a combined AE Day for Coastal Patrol Base 21 and Cunningham Composite Squadron on 6 May 2006. A total of 12 members, seniors and cadets, enjoyed a morning of informative lectures and photo ops of various aircraft and equipment being restored to their former glory by volunteers interested in aviation. Maj David Bratton of CPB21 arranged the tour, along with Capt Linda Eldredge, AEO, CPB21, and Lt MaryAnn Fleagle, AEO, Cunningham Sq. Retired aviation specialists and volunteers Jim Stewart and Richard Hazlett gave us a rundown on the current restoration of the photo recon FJ6 Fury they are working on, as well as an inside peek at the maintenance shop on site. LtCol Gordon Keller gave us insights into the aircraft there, having personally flown nearly all of them, including a harrowing story of an ejection at 30,000 feet over Vietnam!

It was good to see how far we've come in the aerospace industry as we admired the "workhorses" of the past. Next time we'll be looking at a CH46 when it arrives for refurbishing.

Capt. L. Eldredge, AEO, CPB21

Photos by: Lt M. Fleagle and NC140 members, Photo Recon "Fury", Inside the Tourist Center



L - R: C/Amn Sofie Rynas, Capt Ed Fleagle, Capt MaryAnn fleagle, C/CMsgt Michael Grudziecki, C/SMsgt Zachary Kier.



Aerospace News

So far this calendar year four members have advanced and two have signed up in the AE Specialty track.

Join me in congratulating & encouraging the senior members below on their advancement and entry in the world of AE:

Maj Clarence Harris NC-111 MASTER

Capt James Williams NC-142 MASTER

Capt Paul Twiddy NC-800 TECHNICIAN

1Lt Gregory Henderson NC-145 TECHNICIAN

2Lt William Wallin NC-142 Initial Signup

SM William Fountain NC-162 Initial Signup

A senior must declare a specialty for progression and *AE* is the best see CAPP 215 for details.

Major Harkness

DAE

2006 Reporting procedures in effect : Updated June 26,2006

For reporting of on-line AEPSM testing completion:

1) The member provides to NC Wing HQ (either by Mail or Email) the AEPSM test completion certificate.

Mail to : NORTH CAROLINA WING HEADQUARTERS

P O BOX 2082

BURLINGTON NC 27216-2082

Email to: kgaddy@ncwg.cap.gov

2) The member provides the DAE at airhark@juno.com an email with the certificate attached as notification of completion of the test.

3) The emails to NC Wing & the DAE should contain:
the full member name, grade, capid, unit and the date the exam was completed.

4) The NC Wing HQ admin will prepare and mail the AEPSM CAPC20 Yeager Award certificates to the unit address each month.

5) The DAE will forward a monthly CAPF 127 to National HQ to update the members record to reflect the award.

The following procedures have not changed for reporting AEPSM completion by the traditional manual testing process.

The unit commander , IAW CAPR 280-2 must forward a CAPF 126 to NC Wing HQ.

Please provide the DAE an email notification , so the CAPF 127 preparation can begin.

For additional details review the CAPR 280-2 on the www.cap.gov Aerospace Education page

All seniors are encouraged to take the Yeager test if they have not already done so and join the ranks of those seniors serving in the CAPAE mission.

Thank you and remember : AE begins with you !

Maj Richard Harkness



OFFICE OF THE NATIONAL COMMANDER
NATIONAL HEADQUARTERS
CIVIL AIR PATROL
MAXWELL AIR FORCE BASE, ALABAMA 36112-6332

7 July 2006

MEMORANDUM FOR BoG, NATIONAL BOARD, ADVISORS

SUBJECT: ASAE Summit Award Announcement

1. Great news! I received notification today from the American Society of Association Executives that CAP's Hurricane Katrina and Rita disaster relief contributions have been selected by ASAE and the Center for Association Leadership's Associations Advance America Committee to receive the prestigious Summit Award. The Summit Award is ASAE's highest honor for associations that implement new and innovative community-based programs.
2. CAP is one of six Summit Award winners for 2006. Winners were selected from more than 250 entries and from 50 Award of Excellence winners named earlier this year.
3. I will proudly accept the award on behalf of CAP at the 7th annual Summit Awards Dinner on September 20, 2006 in Washington, DC., where I will join an elite group of individuals associated with ASAE, which consists of more than 22,000 association executives and industry partners representing nearly 11,000 organizations. Its members manage leading trade associations, individual membership societies and voluntary organizations across the United States and in 50 countries around the globe, as well as provide products and services to the association community. ASAE is also a leading voice for the nonprofit sector, advocating for voluntary organizations so that they may continue to improve the quality of life in the United States.
4. I know that you join me in reveling in this much-deserved national recognition of our senior members and cadets' dedication and unwavering commitment to hurricane disaster relief in 2005, which deeply impacted countless American lives in dire need of immediate assistance. This award truly speaks to who we are and what we are all about as a volunteer organization, and I am delighted that this story is being told and honored in such a prestigious way.

ANTONIO J. PINEDA
Major General, CAP
Commander

cc:
Honorable Michael Dominguez
Lt Gen Stephen R. Lorenz

Five North Carolina squadrons test readiness and new satellite imaging system during July SAREX

Wilmington, NC — Civil Air Patrol (CAP) aircrews and ground teams from across NC converged upon Wilmington International Airport to conduct Search and Rescue exercises (SAREX) in and around New Hanover County. Topsail Composite, Raleigh-Wake, Winston-Salem, and Fayetteville all provided personnel and/or aircraft to the mission. Asheville squadron acted as an additional mission base. Coordination between Asheville and Cape Fear Composite squadrons was handled through CAP's radio communication network.

Teams were dispatched from Cape Fear Composite Squadron's headquarters under the direction of Lt Col David Crawford, NC Wing Emergency Services Officer. One of the primary goals of the exercise was to test the new Satellite Digital Information System during aerial reconnaissance. One sortie was flown and three key areas successfully transmitted to mission base. Meanwhile, two ground teams searched for and found two emergency locator transmitters (ELT) in New Hanover and Pender counties. In addition, several members received advanced training and hands-on experience in their designated specialties.

1st Lt Elizabeth Butrim
Ass't PAO, Cape Fear Comp. Sqdn.



SDIS crew: 1st Lt Don Williams, Capt. Joe Mozes and 2nd Lt Sam Brandt



Combat ready cadet



Saturday morning, July 22. Preview of things to come.

DHS ... Hurricane preparedness

Hurricane Season Preparations

The 2006 hurricane season begins June 1. The Department of Homeland Security and the Federal Emergency Management Agency (FEMA) are working closely with state and local governments and relief organizations to remind residents and businesses in coastal areas to make their emergency preparations now.

2006 Hurricane Preparation

The Department of Homeland Security is working closely with state and local partners to prepare for the upcoming hurricane season. Steps include

- Increasing the amount of relief supplies to be able to sustain 1 million people for a period of one week.
- Conducting five regional [Hurricane Preparedness Exercises](#) in the Gulf before June 1.
- Visits to 131 sites (50 states, 6 territories, and 75 major urban areas) and reviewing the preparedness plans, for each, to allow the Department to identify deficiencies and make certain that evacuation plans are up to date.
- [Pre-designating Federal incident commanders](#) to coordinate, plan and train with state and local officials and their federal counterparts before disaster strikes.
- Updating the National Response Plan to clarify roles and responsibilities, and create a National Operations Center to provide a central point of coordination and situational awareness in an incident.
- Retooling FEMA across several key areas; building a cutting-edge logistics system, enhancing FEMA's customer service capability, hardening lines of communication, and expediting the process of debris removal.

Preparation Roles and Responsibilities

State and local governments are closest to those affected by natural disasters, and have always been the lead in response and recovery. The federal government acts in a supporting role, providing assistance, logistical support, and certain supplies.

Local government is responsible for providing for the safety and security of citizens in advance of a hurricane. That means they are in charge of developing emergency plans, determining evacuation routes, providing public transportation for those who can't self-evacuate, and setting up and stocking local shelters with relief supplies.

State government is responsible for mobilizing the National Guard, pre-positioning certain assets and supplies, and setting up the state's emergency management functions. They are also in charge of requesting federal support through the formal [disaster declaration process](#).

Federal government is responsible for meeting those requests from the state – before, during and after the disaster. This includes

- providing logistical support for search and rescue,
- providing food, water and ice,
- establishing disaster centers and processing federal disaster claims, and
- participating in short and long-term public works projects, such as debris removal and infrastructure rebuilding.

Personal and Community Preparedness

“People really need to be prepared to sustain themselves for up to 72 hours after a disaster – that means people need to have an emergency plan and an emergency kit with adequate supplies of food, water, and other essentials.”

— Homeland Security Secretary Michael Chertoff

Personal preparedness for a disaster is a civic virtue. By taking small steps, those who can make preparations allow local first responders to tend to those who cannot self-evacuate.

- **Prepare an Emergency Supply Kit and Family Emergency Plan:** Individuals and families should prepare emergency supply kits with food, water, battery operated radios and medicines. Families should also make emergency plans that include how and where they would evacuate, shelter-in-place and communicate with one another. For more information on preparing for emergencies, please visit www.Ready.gov.
- **Listen to Local Authorities:** Individuals should pay careful attention to the advice of local authorities. By self-evacuating, the “able-bodied” can allow authorities to devote resources where they are needed the most.

www.dhs.gov

MER members serve on PAO Advisory Committee

I was very pleased to see that two members of the Middle East Region are listed on the CAP National PAO Advisory Committee. The MER PAO, Lt Col Karen Copenhaver and the Maryland PAO, 1LT Steven Solomon are both on this very important and visionary committee. Out of all the fine PAO's we have in this organization across our nation, CAP National HQ chose these two outstanding PAO's to give their expertise on vital PAO matters. I know I speak for all PAO's in the North Carolina Wing when I say that this organization is well served by the appointment of these two MER PAO's. I am very proud to serve in the same region!

Lt Col Anthony Biondo Jr
Public Affairs Officer
North Carolina Wing

Wing Supply Officer needed

Members of NCWG,

We have a critical need for a wing supply officer. This vacancy is currently being filled by the wing logistiics officer who also wears a couple more hats at the wing and unit level. The wing supply officer reports to the wing logistics officer.

The job description for the wing supply officer is found in CAPR 20-1, page 37, and applicants should be familiar with CAPP 205 and CAP directives in the 67 and 87 series.

Folks, we need to fill this vacancy quickly (but NLT 24 August) and relieve Maj Johnson of some of his vast responsibilities. Applicants must be willing to dedicate sufficient time to learn the job and then commit to fulfilling the job in accordance with the job description. Applicants may request to be assigned as additional duty to their primary unit duty.

If you are qualified to do this job, or if you have interest in learning it, please consider it and contact me by replying to this message, or call me on my cell phone at 919-475-4021. Your consideration is appreciated.

**Roy Douglass, Lt Col, CAP
NC Wing Chief of Staff**



**NORTH CAROLINA WING
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
OFFICE OF PUBLIC AFFAIRS
LT COL ANTHONY BIONDO, JR., DIRECTOR
4971 DOROTHY LANE, ROCKY MOUNT, NC 27803
(252) 977-2449**



NORTH CAROLINA WING PUBLIC AFFAIRS QUICK GUIDE

The following is a step-by-step overview of the Public Affairs Officer function. This is only meant as a quick reference guide. This PAO Quick Guide navigates the newly assigned unit PAO through the process of starting a PAO program and maintaining it as a smooth operating unit asset. This PAO Quick Guide only touches on the main high points of an active PAO program. The newly assigned unit PAO must attend further training held at the Group, Wing, Region or National level as well as attending training offered through other community organizations such as the American Red Cross. The community college system also offers outstanding training opportunities.

1. The unit commander appoints a Public Affairs Officer using the current CAPF 2a. This process is repeated each time a new unit PAO is assigned.
2. The CAPF 2a is then sent to the NC Wing HQ. Be sure to include the PAO's mailing address, phone number, pager number and email address on the CAPF 2a.
3. The assigned unit PAO must order the following materials. All materials must be current along with all published changes:
 - A. CAPR 190-1 Guide to CAP Public Affairs, Vol. #1 and Vol. #2
 - B. CAPP 201 CAP Public Affairs Training Track
 - C. Latest revised NCWG Supplement to CAPR 190-1
4. If the unit PAO desires to get involved in CAP Emergency Services Missions, he/she must order the current editions of the following materials along with all published changes:
CAPR 60-1 Flight Management
CAPR 60-3 Emergency Services Training and Operational Missions
CAPR 60-5 Critical Incident Stress Management

If Mission Information Officer certification is desired, the unit PAO must meet all requirements contained in CAPF SQTR – IO.

5. The assigned unit PAO begins working on CAPP Specialty Track #201. The unit PAO meets with the unit commander concerning this duty.
6. The unit PAO begins constructing the Unit PAO Continuity Guide Book unless one has already been constructed. Since this book is a living guide, it needs to be updated on a regular basis. This guide will then be passed down to the next unit PAO. This book must be in *hard-copy format*.
7. The unit PAO sets up a filing system for his/her duty assignment. Keep copies of everything!
8. Unit activity takes place. The unit PAO attends these activities and takes notes and photos of the event. If the unit PAO cannot perform this function from time to time, it will be up to the unit commander to assign someone else.
9. A press release is then constructed. The unit commander must approve this press release before it can be released to the media.
10. The unit PAO then sends the press release and photos to:
 - A. CAP Volunteer magazine. Follow instructions contained in the publication.
 - B. Local media
 - C. Locally interested organizations
 - D. Government and emergency services agencies
 - E. NCWG online newsletter, *Carolina Wingspan*
11. Keep copies of all material.
12. At the end of each month the unit PAO must fill out the NC Wing Form 19, Public Affairs Monthly Report. Unless instructed otherwise, the unit PAO will not send any supporting documentation with the completed NCWG Form 19. All supporting documentation such as press releases, newsletters and photos must be kept on file at the local unit.

13. The NCWG Form 19 is sent to NC Wing HQ, Attn: Wing Director of Public Affairs.
14. The unit PAO must maintain the following:
 - A. Unit Continuity Guide Book
 - B. Media contact book
 - C. PAO Mission Kit
 - D. Unit PAO files
15. The unit PAO must meet with the unit commander on a regular basis to discuss upcoming activities, policy and any needed public support.

REMEMBER THAT IF THE UNIT DOES NOT HAVE AN ASSIGNED UNIT PAO, THE UNIT COMMANDER MUST COMPLETE ALL DUTIES LISTED UNDER THE PAO FUNCTION.



Additional AE Photos



OPSEC – Security of Vital Information for the Homeland and at Home

By Lt. Col Jayson A. Altieri, NC Wing, Civil Air Patrol

OPSEC is the shorthand term for operations security. OPSEC is not a specific category of information. Rather, it is a process for identifying, controlling, and protecting generally unclassified information, which, if a competitor or adversary knows it, could be used to our disadvantage.

The OPSEC process is applied to a wide variety of situations in a competitive or adversarial environment. If you have ever given a surprise party or attempted to make your house look lived in while you were away by arranging for someone to pick up your newspapers or installing a light timer, you have practiced OPSEC.

The following are just a few indicators that, under certain circumstances, might provide clues that tip off a competitor or adversary to your plans or capabilities: supply and equipment orders, transportation routes, mission-specific training, changes in communication patterns, leaders' travel, or changes in work hours (working nights and weekends). Any change in an established pattern might prompt an adversary observer to ask why this action is occurring and what it might mean regarding one's intentions. The OPSEC process traditionally involves three interdependent phases.

The first phase identifies critical information. That is, what are we trying to protect? Is it a single set of data relating to the timing (or other details) of a military operation? Or might it be a whole process embedded within an acquisition program? Or perhaps the patterns or profile of an undercover police officer? In each of these examples, there are data that need to be kept from someone (an opposing force, a foreign government, a foreign competitor, or a criminal).

This leads to the second phase — an analysis of the threat. Who wants or needs our critical information? Who is our adversary (not necessarily an enemy)? An integral part of this phase is the identification of how our adversary might collect our information. Would he be likely to review open source literature, send corporate or state-sponsored spies to infiltrate or seek out the data, or use technical means such as eavesdropping, photographing, etc.? OPSEC considers a variety of potential adversaries — ranging from the active (target or enemy or main competitor) to the passive (sympathizer or someone who supplies data to the active adversary) to the inadvertent (someone who accidentally gives away information) — all of whom warrant recognition, assessment, and resolution of the particular level and type of threat they pose.

The third phase looks at vulnerabilities, direct and indirect, surrounding our operation. We look at how the activity *actually* works, rather than how people *think* it works. We study the chronology and timing of events, along with the flow of information, to ascertain which adversary would be interested in what data, and how he would be able to obtain them. Are there things that we do to give away our data directly, or are there certain signs that would lead a prudent adversary to deduce our data (indicators or clues)? We consider the *magnitude* of the vulnerabilities, as well as the *impact* of the loss of our data. In other words, how big is the problem, and how bad is it?

At this stage, the Commander evaluates the risk to his or her operation or activity, asking: "Does the possible loss of information about my operation or activity warrant taking steps to reduce or (hopefully) negate the adversary's potential efforts to thwart my operation or activity?" The costs associated with fixing the vulnerability are weighed against the cost of the loss of the data, keeping in mind the likelihood of our

data being lost as well as the impact such loss would entail.

So? what does OPSEC have to do with the average Civil Air Patrol member? The answer is ... everything. As a member of CAP you are a vital part of the Republic's Homeland Security Mission. Whether you are a cadet or Senior member, your knowledge of our nation's emergency response, Counter-narcotics, and Homeland security missions are but one part of our nation's overall security. Additionally, Federal law regarding the security of aircraft and information require CAP members to practice good OPSEC.

What can you do to help? Even little things, such as shredding documents with Social Security Numbers, home phone numbers and family members' names; not discussing sensitive information via e-mail or telephone; and reporting suspicious activities around airports are key to practicing good OPSEC. This practice not only keeps information from the hands of potential terrorists, but it also prevents future attempts at fraud or credit card abuse. The recent example of a Department of Veteran Affairs laptop computer containing the social security numbers of millions of veterans that was stolen from a private residence shows how vital OPSEC is at home.

Does OPSEC mean you are unable to talk to friends and families about CAP? The answer is most likely no. But if your duties include participation in sensitive CAP missions like Counter-narcotics or Homeland Security mission, practicing good OPSEC is vital.

Remember, you wear an United States Air Force uniform. When you joined CAP, you accepted, not only the privilege, but also the responsibilities of a member of the Auxiliary of the United States Air Force. Protecting information, both at home and CAP, are a vital part of our national security.



NTSB Reports

The [NTSB said last week](#) its investigation into 11 recent aircraft accidents — 10 involving apparent controlled flight into terrain and one involving a midair collision — has raised “serious concern” about the FAA’s effectiveness in ensuring that air traffic controllers properly respond to imminently hazardous situations. In several of the accidents, alert systems provided timely warning of impending conflicts with terrain and aircraft, but controllers did not provide safety alerts to pilots. In other accidents, the alert systems themselves were ineffective. Some accidents occurred when, in the absence of automated alerts, controllers did not use available information to identify and warn pilots of hazardous situations, the NTSB said. The 11 accidents under review occurred between December 2002 and February 2006. The most recent one involved a Cessna 172RG and a 182Q that [collided in flight](#) about 3 miles south of Gillespie Field Airport in El Cajon, Calif., killing all three on board. Radar replay data indicates that the aural conflict-alert alarm at the Southern California TRACON activated twice and a continuous visual alert was displayed on the scope. The pilots were not provided with traffic advisories or a safety alert. Controllers told the NTSB they didn’t hear or see a conflict alert at any time before the accident. The investigation is ongoing.

The NTSB wants the FAA to redesign the minimum safe altitude warning and conflict-alert systems to ensure they reliably capture and direct controller attention to potentially hazardous situations. Software changes should be implemented at all ATC facilities providing those services. Modifications also are needed to minimize false alarms. The FAA should also review the systems that are in place to verify that software configuration and parameters are consistent with local air traffic procedures, and that the warnings are provided to the relevant controllers. More training for controllers is also needed, the NTSB said.

Who's the PIC?

I am sorry for the big blast, but I feel this is important to get out to as many folks as possible. This message is focused on NC Wing pilots and their training for the G-1000 and other high-performance/complex aircraft.

As check pilots, we are charged, by both the FAA and CAP, to ensure a high level of safety, competence and proficiency amongst our pilot corps. We have to take this position very seriously and be an example in all we do with a professional attitude. We do not take this responsibility lightly. We must ensure we have done our best to protect our pilots, our equipment, the corporation and our communities to the utmost.

When we are flying with pilots in any CAP aircraft, CAPR 60-1 is very clear about who can and cannot be PIC. It also refers to the FARs for further explanation.

This, at times, is where we break down when communicating the requirements.

First of all, the C-182T Nav III aircraft is, by FAA definition, is a high performance aircraft. If, when a pilot begins training, does not already have a high-performance endorsement in his/her logbook, cannot log any PIC time until said endorsement is in the logbook (see below, FAR Ref 61.31). All flight time during training is to be logged as "DUAL"—not PIC. Once the FAA required endorsement is in the logbook, then and only then, can the pilot log PIC flight time. This same rule applies to complex aircraft as well. Remember, if you cannot be PIC of the aircraft, you cannot log PIC time for FAA and CAP purposes.

When we train pilots to advance their ratings and improve their proficiency, we must remember that whatever we sign-off in a logbook, can become a liability if we do not adhere to the appropriate standards. Flying is a great opportunity to show our professionalism, enjoy the gifts we have been given and show our communities that we are ready to serve them. Let's focus on being the best and establishing standards that are just above each of us so we can become better at what it is we do.

I look forward to flying with each of you some time and remember—FLY SAFE!

Semper Vigilans

Dominic A Strug, Lt Col, CAP

Check Pilot, NC WG

C:919-656-9945

FAR.

§ 61.31 Type rating requirements, additional training, and authorization requirements.

(f) Additional training required for operating high-performance airplanes.

(1) Except as provided in paragraph (f)(2) of this section, no person may act as pilot in command of a high-performance airplane (an airplane with an engine of more than 200 horsepower), unless the person has—

(i) Received and logged ground and flight training from an authorized instructor in a high-performance airplane, or in a flight simulator or flight training device that is representative of a high-performance airplane, and has been found proficient in the operation and systems of the airplane; and

(ii) Received a one-time endorsement in the pilot's logbook from an authorized instructor who certifies the person is proficient to operate a high-performance airplane.

(2) The training and endorsement required by paragraph (f)(1) of this section is not required if the person has logged flight time as pilot in command of a high-performance airplane, or in a flight simulator or flight training device that is

representative of a high-performance airplane prior to August 4, 1997.

CAPR 60-1

3-3. Pilot Aircraft Qualification Requirements. The following qualification requirements must be met to operate the indicated aircraft as PIC on CAP flight activities. Certificate and flight experience requirements do not apply to student pilots under the supervision of a CAP instructor.

a. Single Engine. For single-engine aircraft:

- 1) Possess a valid FAA private, commercial, or airline transport pilot certificate including an airplane category and single-engine class rating.
- 2) For aircraft with conventional (tail wheel) landing gear, have a minimum of 25 hours PIC (50 hours for DHC-2) time and 50 takeoffs and landings in tail wheel aircraft.
- 3) For high-performance aircraft (per FAR Part 61), have a minimum of 100 hours total PIC time, of which at least 10 hours PIC time and 25 takeoffs and landings must be in high-performance aircraft.
- 4) For complex aircraft (per FAR Part 61), have a minimum of 100 hours total PIC time, of which at least 10 hours PIC time and 25 takeoffs and landings must be in complex aircraft.

This information comes from the FAA's Frequently Asked Questions to Part 61:

QUESTION: Thank you for your letter dated April 20, 1999, to the Office of the Chief Counsel, Federal Aviation Administration (FAA), regarding the logging of pilot-in-command time. Specifically, whether a pilot needs to have the appropriate 14 CFR § 61.31 endorsements before he or she can properly log pilot-in-command time under 14 CFR § 61.51(e) when that pilot holds a private pilot certificate with a single-engine land rating and is receiving training in a single-engine land airplane that is also a complex or high performance airplane. Can this person log the time he or she manipulated the controls as pilot-in-command time.

ANSWER: Ref. § 61.51(e)(1)(i) Title 14 CFR § 61.51(e) governs the logging of pilot-in-command time. This section provides, in pertinent part, that a private pilot may log pilot-in-command time for that flight time during which that person is the sole manipulator of the controls of an *aircraft for which the pilot is rated*. (Emphasis added). The term "rated," as used under 14 CFR § 61.51(e), refers to the pilot holding the appropriate aircraft ratings (category, class, and type, if a type rating is required). These ratings are listed under 14 CFR § 61.5 and are placed on the pilot certificate.

Therefore, based on the scenario given, a private pilot may log pilot-in-command time, in a complex or high performance airplane, for those portions of the flight when he or she is the sole manipulator of the controls because the aircraft being operated is single-engine land and the private pilot holds a single-engine land rating.

Note, while the private pilot may log this time as pilot-in-command time in accordance with 14 CFR § 61.51(e), he or she may not act as the pilot in command unless he or she has the appropriate endorsement as required under 14 CFR § 61.31. There is a distinction between acting as pilot in command and logging pilot-in-command time. In order to act as pilot in command, the pilot who has final authority and responsibility for the operation and safety of the flight, a person must be properly rated in the aircraft and be properly rated and authorized to conduct the flight. Title 14 CFR § 61.31 requires a person to have an endorsement from an authorized instructor before he or she may act as pilot in command of certain aircraft (a complex airplane, a high performance airplane, a pressurized airplane capable of operating at high altitudes, or a tail wheel airplane). These endorsements are not required to log pilot-in-command time under 14 CFR § 61.51(e). In order to log pilot-in-command time, a person who is the sole manipulator of the controls only needs to be properly rated in the aircraft.

The bottom line is this—you may log PIC time, as long as you are current and appropriately rated in category and class of aircraft, any and all flight time during which you are the sole manipulator of the aircraft controls. I think this FAA response covers it all. Also note, that part 61.51 covers the logging of flight time and part 61.31 specifies additional requirements and endorsements for additional types of aircraft. If you have any questions, please, by all means, contact me.

I do appreciate the quick response and assistance from Capt Jason O'Brien. Thanks! His help with this, shows it takes a team to evaluate and ensure accurate information is shared with all pilots. As with any endeavor, we need to back each other up and clarify objectives and goals to safely accomplish our mission. I am not with the FAA and yes, I am here to help! :>)

I look forward to flying with y'all sometime in the future! Have a great week!

Fly Safe!

Semper Vigilans

Dominic A Strug, Lt Col, CAP

Check Pilot, NC WG

Photo Gallery



Is this a 24-hour pack or 3-months?



Capt. Richardson briefs the briefer.

Wilmington SAREX



Ground team briefing

Raleigh-Wake cadet earns Mitchell Award

Raleigh, NC. – On Tuesday, July 25, Cadet 2nd Lt Jeremiah Coogan received the General Billy Mitchell Award. The ceremony was held at the General Aviation Terminal, RDU International Airport. NC Supreme Court Associate Justice Paul Newby made the presentation before friends family and squadron members.

The Mitchell Award marks Cadet Coogan's completion of Phase II of CAP Cadet training. Phase II, the Leadership Phase, marks a major milestone in cadet achievement from which cadets may enter leadership roles in the squadron. It is designed to give cadets an introduction to the US Air Force culture and affords hands-on leadership and aerospace training in a team environment.

Cadet Coogan, who is home-schooled, lives with his parents in Raleigh. He is a member of the Raleigh-Wake Composite Squadron's award-winning Color Guard team. According to Deputy Commander for Cadets, Major Al Therriault, Cadet Coogan joined the squadron 18-months ago and has rapidly moved up through the ranks to 2nd Lieutenant. "Cadet Coogan exemplifies what is good about America's youth. He is an inspiration to his fellow cadets," Therriault said.

The General Billy Mitchell Award has existed since 1964. This award honors the late Brigadier General Billy Mitchell, aviation pioneer, advocate, and staunch supporter of an independent Air Force for America.



C/2Lt Jeremiah Coogan accepts Mitchell Award from Justice Newby

Other NC-048 Awards

C/SSgt. Brian McElvaney	Wright Brothers Award
C/AIC Connor Watson	Arnold Achievement
C/AIC Stephen Coogan	Arnold Achievement
C/2d Lt. B. Hamilton Evrard	Saturn Rocketry Award
C/2d Lt. Jeremiah Coogan	Mitchell Award & Encampment Ribbon
C/SSgt. Tyler Marrs	Encampment Ribbon
C/AIC Kyle Zobel	Encampment Ribbon
C/Amn Jeffrey Hall	Encampment Ribbon
C/2d Lt. B. Hamilton Evrard	Encampment Ribbon
C/AIC William Ross Hertzler	Encampment Ribbon

Robert Rice Brewer Cadet Scholarships

Information from National...

"Cadets can apply for one of two full scholarships to the EAA Aeroscholars on-line Aviation Science Course.

The deadline to apply is August 21st. The criteria is below and attached is the application.

The Brewer family is providing the funds to sponsor an eligible cadet, in memory of Robert Rice Brewer (see attached bio).

If you have any questions, please contact Judy Rice at jrice@cap.gov, or toll-free at 888.211.1812, ext. 371."

C. Brandon Parks, Maj, CAP

Director of Cadet Programs, NC001

CAP Robert Rice Brewer Memorial Scholarship

In memory of Robert Rice Brewer, 2 full scholarships will be awarded to 2 Cadets who meet the eligibility criteria below to participate in the Experimental Aircraft Association (EAA) Aeroscholars on-line Aviation Science course.

Course description:

High-school age learning course at home or in the classroom provides in-depth learning in an easy-to-use format. In addition to the online content, web assistance is available nine hours a day, Monday through Friday, to assist students with content questions or course guidance. The course utilizes the Civil Air Patrol *Journey of Flight* textbook.

EAA Aeroscholars program provides students with:

- 2 college credits and option toward high school science elective
- a quality introductory experience to on-line learning
- awareness of career-related opportunities in the field of aviation
- FAA Private Pilot written examination preparation and sign-off following course II.
- one-year EAA student membership and the monthly EAA publication, *Sport Aviation*.
- 2006 Course Registration: September 5th – October 16th
- Course completion: January 12th, 2007
- Total course fee: \$440
- www.aeroscholars.com

Cadet Eligibility Criteria:

The following criteria applies to the Robert Rice Brewer Memorial Scholarship:

1. Be a current CAP member;
2. Must be a high school sophomore, junior, or senior;
3. Possess and maintain an academic and discipline standard of a "B" average;
4. Understand that upon receiving a scholarship, cadet must complete the course; failure to do so may result in ½ reimbursement of funds;

To Apply: Please send the attached application to HQ CAP/OR Attn: J.Rice, 105 S. Hansell St. Maxwell AFB, AL 36112-6332, or fax 334-953-5235. Please use the additional comments section of the application to include any other comments that you feel may enhance your chances of receiving a scholarship; including mentioning financial need. Please refer any questions to jrice@cap.gov.

Deadline to apply: August 21, 2006.



Cadet attends U.S. Space Camp

For the second year in row, the Aerospace Education Foundation (AEF) and U.S. Space & Rocket Center in Huntsville, Alabama, partnered to sponsor AEF Week at that facility's well-known and highly respected U.S. Space Camp. U.S. Air Force Auxiliary, Civil Air Patrol Cadet Airman Ryan Walker of Troutman N.C. and a member of the Iredell Composite Squadron was awarded a scholarship and attended this year's Space Camp. Cadet Walker is the son of 2Lt Dean Walker, CAP and Angie Walker and is a seventh grade student at Troutman Middle School. According to Ann Sagle, Manager of Contributions and Special Programs for the Aerospace Education Foundation the Foundation awarded scholarships to 30 students to attend the camp during the month of July 2006. In addition, AEF selected three teachers at random to receive a scholarship to attend Space Camp for Educators.



Depending upon age, students experience a variety of activities including jet fighter simulators, astronaut training, state-of-the-art space and weightless simulations, rocket building, learning robotics, and survival training. The students also studied the principles of flight, gained knowledge of the planets, carried out space experiments, practiced leadership, problem solving and teamwork, and learned about the men and women who blazed the path of our aviation history.

AEF invited interested students in grades 4-12 to submit their most creative essay on one of six age appropriate topics. Cadet Walker's essay was titled *What is the value of space exploration? Should the United States continue to explore (with or without humans) the moon, Mars and other planets?* The Foundation received over 1,400 submissions from students nationwide including Hawaii and Alaska. Each essay was reviewed and scored by a panel consisting of AEF Staff and members of our Board of Trustees.

U.S. Space Camp was founded in 1982 by NASA to promote the study of math, science and technology. Its educational programs couple classroom instruction with hands-on activities and teach teamwork, decision-making and leadership skills. Approximately 400,000 young people and adults have experienced the unique style of education offered through Space Camp and the Space Academy. Demand for these programs comes from all 50 states and over 30 different countries.

1Lt Jim Mixson, Public Affairs Office

Aircraft procedures at RDU

When flying aircraft based at RDU the PIC shall do the following tasks at the conclusion of each flight:

- Stop at FBO to refuel, place fuel order.
- Observe the refueling.
- Check tire pressure while refueling is in progress.
- Ask line service to wash the wind screen
- Ask line service to regulate tire pressure per that specific aircraft's POH if needed.
- Check oil and refill as needed.
- Go inside FBO and pay for fuel before moving aircraft.

(These are discrepancies that we must remedy to be a good stewards of the aircraft and to leave them mission ready at the end of each flight.)

When tying down the aircraft make sure that you tie it securely.

Most of the knots I have checked in the past 3 months are useless. The majority of knots slide right up the rope when inspected meaning that they are useless for holding the aircraft on the ground in a high wind event. If you do not know how to tie a proper knot ask someone to train you.

Thanks in advance for your cooperation and attention to these requirements.

Ray Walters Capt, CAP

CC

NC-048

Fire Destroys Hangar, Planes At Burlington Airport

July 24, 2006

North Carolina - A fire that was sparked by late-night lightning storms on Saturday destroyed a hangar and its contents, including three airplanes, at Burlington-Alamance Regional Airport. E.M. Holt Fire Department Deputy Chief Mike Quigley said the fire started sometime around 9:30 p.m. Saturday, likely the result of heavy lightning that accompanied storms throughout the evening.

Quigley said a Burlington fire squad that was leaving the scene of another call "noticed a flicker" on the hangar's roof. That squad notified central communications, which dispatched E.M. Holt firefighters.

Once on the scene, Quigley said he called for mutual aid to battle the fire. More than 100 firefighters from eight county departments were at the airport through the evening fighting the blaze, which took most of Saturday evening to quell.

"It probably took us an hour or better to get it under control," Quigley said. "We did a good job. It could have been really bad." One firefighter was taken to Alamance Regional Medical Center to treat a heat-related injury. The firefighter was released early Sunday morning.

Quigley said that the hangar that caught fire was built in the 1940s and is believed to be the airport's original terminal building. It had been used for storing planes and other materials, some of which could have helped accelerate Saturday's fire.

Besides the three smaller aircraft, believed to be Cessna-type planes, and more than 300 gallons of aviation fuel, the hangar contained mineral spirits and other oil-based products.

"It had the accelerant there," Quigley said. "It just needed the ignition." The same weather that sparked the fire also helped firefighters to keep it under wraps. Quigley said that while dealing with gusty winds and lightning was at times "unnerving," rains throughout the night kept the fire at bay.

Firefighters remained on the scene through Sunday morning, when the scene was turned over to the Alamance County Fire Marshal's Office for a formal investigation. Still, firefighters were at the airport until the evening putting out hotspots, according to E.M. Holt Fire Chief Mark Fuquay.

It is not known who owned the planes or the hangar. The financial losses relating to the fire are also not known at this time.

Written by Times-News

Courtesy of © 2006, YellowBrix, Inc.

Members advance in AE specialty track

So far this calendar year four members have advanced and two have signed up in the AE Specialty track.

Join me in congratulating & encouraging the senior members below on their advancement and entry in the world of AE:

Maj Clarence Harris	NC-111	MASTER
Capt James Williams	NC-142	MASTER
Capt Paul Twiddy	NC-800	TECHNICIAN
1Lt Gregory Henderson	NC-145	TECHNICIAN
2Lt William Wallin	NC-142	Initial Signup
SM William Fountain	NC-162	Initial Signup

A senior must declare a specialty for progression and *AE* is the best see CAPP 215 for details.

Major Harkness
DAE

NC Cadet solos at National Flight Academy

Cadet Tech Sergeant Skye E. Musson of Mount Airy Squadron achieved Solo Pilot Status at the National Flight Academy on 27 July. Cadet Musson was attending the academy at Muskogee, Oklahoma, and actually soloed at the nearby Okmulgee Airport, where her flight had been deployed.

To avoid loading up one traffic pattern with students, the NFA's usually deploy aircraft to other airports for the day's flying. Her instructor for the solo experience was a former French Army paratrooper., now in the Texas Wing.

C/TSgt Musson has been busy this summer, and for the past year. She has attended two Phase One weekends in Boone, serving on staff at the second; a Leadership School in Charlotte, and a Cadet Training Weekend in Smithfield.

Cadet Musson also attended the NC Wing encampment, but suffered an arm injury and was sent home. The injury did not turn out as serious as was first thought, so she not only was able to attend NFA successfully, but was also invited to attend the National Aerospace Education Academy in Oshkosh, Wisconsin, from which she graduated on July 15th.

Cadet Musson originally applied to the National Flight Academy on the advice of C/Col John Lovette, who attended last year and recently achieved his Private Pilot Rating.

Cadet Musson joined CAP in October, 2005. She serves on the NC Wing Cadet Advisory Council. She has been accepted to attend the Texas Wing Winter Encampment in Austin during the Christmas Holidays and is on track to receive her Mitchell Award in the spring of 2007.

NC Wing Cadet 2006 Conference, 27-28 October, 2006

This is a wonderful opportunity to socialize with your fellow cadets from throughout NC Wing! O-flights and other fun activities are planned.

A block of rooms specifically for cadets has been reserved for Friday night in the conference center hosting the NC Wing Conference. Members of the Cadet Programs staff will provide supervision for Friday 1800 through Saturday 1700.

Cadets who wish to remain after 1700 on Saturday, including the banquet, must arrange their own lodgings for Saturday night and also arrange for a senior member or parent to be on premises to supervise. Please note that this rule applies to all cadets, including those aged 18 and above.

Details, including costs and the application, are available at the wing cadet site. The conference center sells out for this event. We only have a limited number of rooms, please get your application in early.

Wing Cadet Training - 11-13 August 2006

Rowan County Airport at the Army National Guard building. \$15 cash at the door. Please do not send checks. Applications: Step 1 (due 8/2): E-mail Maj Parks at pilotparks@hotmail.com with name, CAP Grade, CAPID, and flight selection. Step 2 (due 8/6): Mail [CAPF 31](#) and [supplement](#) to:

Maj Parks
327 Barrister Cir
Guyton, GA 31312

For additional information and packing list, see the [wing cadet site](#).

Flight options:

- Phase 1 – for C/AB through C/SSgt. Focused on completing the cadet orientation program from national and on drill. Aerospace – for C/Amn through C/Col; must be under age 18. Orientation flights and other aerospace activities.
- Emergency Services – for C/Amn through C/Col; must have completed general ES. A good start or review for UDF or GTM, but may not necessarily complete all requirements. ROA/ROB, First Aid/CPR or Blood Borne Pathogens classes may be included; email the commander for specifics. Bring a SQTR for UDF or GTM.
- Drill Team - for C/Amn through C/Col. Preparation for Drill Competition.

Although O-flight priority will be given to Aerospace Flight, all cadets may have an opportunity to take O-flights as space permits.